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Approved For Release 2002/06/10 : CIA-RDP63-00313A000500080051-3

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[] -2758-63
Copy 4 of 4

29 May 1963

MEMORANDUM FOR: Director of Security

SUBJECT : OXCART Pilot Emergency Packet, Loss of
during 24 May Crash

1. In accordance with your instructions of 27 May, the undersigned, on the same date accelerated an investigation to determine the established procedure for controlling the Subject Packet, and through [] initiated a thorough review of how the Subject Kit was handled during the 24 May flight.

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2. During the 24 May flight, the pilot, [] had in his possession Packet #3 which he had obtained approximately one hour prior to take off from the Personal Equipment Sergeant assigned to the Operations Office at [] in accordance with standard operating procedures, signed a receipt for the Packet. The Packet contained two letters (Attachment #2 and #3 which are self-explanatory) and \$1,000.30 in United States currency. During pre-flight briefing, the pilot was briefed in accordance with the "Pilot Instructions Briefing." (Attachment #1)

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3. On 27 May 1963 [] interviewed the Personal Equipment Sergeant who verified the fact that he issued Packet #3 to [] one hour prior to take off on 24 May. [] was briefed on the contents and the necessity for safeguarding same.

4. Later on 27 May [] personally interviewed [] The latter stated that he did, in fact, have the Packet in his possession when he took off. During his flight the Packet was placed in the lower right leg pocket of his flight suit. A JN map was placed in the same pocket.

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Handle via []
Control System

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The pocket was unzipped. This is an easily accessible pocket for a pilot while he is in a sitting position in a small cockpit area. (This method of carrying the Packet has since been changed and a new secure pocket has been added to the pilots flight suits.)

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5. [] was violently ejected from the OXCART aircraft at 25,000 feet while the aircraft was in an upside-down position. Between the time he ejected from the aircraft and reached the ground the pilot lost both the Packet and JN map. He advised [] that he had no idea when or where he lost the Packet.

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6. [] advised the undersigned that a thorough search for the Emergency Kit by low flying aircraft, automobile and foot patrol had been conducted for nine hours in the vicinity of the crash sight on 26 May with negative results. [] is of the opinion that the possibility of the Packet being found in the very rugged terrain of the crash sight is practically nil.

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7. In view of the significance of the Packet, however, additional steps were initiated. On 27 May a "scientific" approach to the search problem was researched []. The Packet was simulated in size and weight and hurled in the air to determine the type of fall. Wind directions in the crash area at the time of bail out were investigated by the Area Weather Officer. Wind plots for the bail out and crash area were determined in conjunction with Air Weather Service.

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8. On the morning of 28 May, [] Deputy Security Officer [] and a team of five selected Security Guards were dispatched to the crash scene and bail out area by C-47 aircraft to continue the search for the Packet. Every effort is being taken to avoid attracting attention to the crash scene which would well arouse additional local speculation and possibly a concerted effort on the part of local individuals to locate whatever we were searching for.

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25X1A 9. On 29 May the undersigned was advised by [] that the renewed search conducted on 28 May resulted in failure to locate the Packet. [] and his team of guards conducted a minute search of the area; this team attempted to pinpoint the precise location in accordance with the best scientific data available to them. The team returned [] on the night of 28 May. Prior to departing from Wendover, the local State Police who have jurisdiction over the crash area were requested to immediately contact General Hubbard, Commanding General, Nellis Air Force Base, if the Packet or any other significant materials were turned in to them.

25X1A 10. No additional action in this case is anticipated at this time.

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[]
Chief, Security Staff
OSA

Attachments, as stated

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RECAPITULATION OF AIR ACTIVITIES, WEEK ENDING 29 MAY 1963

PROJECT	VEHICLE	DATE	TARGET COUNTRY	APPROVED BY	DATE	ACTION
IDEALIST/ TACKLE						
4 Missions	U-2	June	China Mainland	Special Group	28 May	Weather continues to be unfavorable for any effective photography.
1 Mission	U-2	May or June	North Korea	Special Group	4 Apr	Mission GRC 152 completed 28 May 63. This mission included targets in Manchuria.
As Necessary	U-2	April/ May	Laos/North Vietnam	Special Group	3 May	The Special Group originally approved 3 missions in this area on 4 April. On 3 May the Group approved additional missions deemed necessary for adequate coverage. All requirements have been accomplished except the Hanoi Basin area of North Vietnam. This area will be accomplished by the detachment at Taiwan.
Mid-East Contingency Plan	U-2		Middle East			Preliminary negotiations with [] are presently in progress. 25X1C

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PROJECT	VEHICLE	DATE	TARGET COUNTRY	BY	APPROVED	DATE	ACTION
25X1A [redacted]	P2V-7	May	China Mainland	Special Group		2 Nov	This mission flown 22 May 63. Route entered the Mainland 50 miles southwest of Swatow and proceeded inland for 345 miles and then exited approximately 35 miles north-west of Swatow. No unusual sightings or AAA activity were noted.

Electronic activity was heavy and the mission was considered very successful.

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CC/OD/CC [redacted] rh (29 May 63)

cc: DCI
ER
DD/R
DD/P
25X1A DD/I
SA/DDR
DDP/SGO
[redacted]

Distribution:

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#6 - AD/OSA	#15 - [redacted]
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